

Bill is indorsed upon it, Mr. Gatlin's name as the introducer.) No engrossed Bill can be found. The enrolled Bill in the office of the Secretary of State is apparently correct; is signed by the Speaker of the House and by the President pro tem. of the Senate, Mr. Winstead, and bears date April 9th 1869. On the back is the certificate of Drs. Beall and Murphy on the part of the Senate and of Messrs. Hinnant, Hawkins and White of the House, that it is correctly enrolled.

The *printed* Journal of the House shows that a Bill was introduced in the House on April 3rd at the morning session by Mr. Gatlin, entitled "A Bill to amend an act ratified the 29th of January 1869," but it also appears from the printed laws of 1868-'69 that *two* acts were ratified January 29th 1869. On the *same* day under a suspension of the rules this bill so entitled passed its 2d and 3d readings. See pp. 536 and 542, House Journal. The Senate Journal, both printed and manuscript shows that a bill was received in the Senate on the 8th of April, one day before it purports to have been *engrossed* in the House, bearing now the title, "Bill explanatory of an act ratified January 29th, 1869." On the next day, April 9th, the same day of its supposed engrossment in the House it passed its 2d and third readings in the Senate without the yeas and nays being recorded on its third reading or any notice of the rules being suspended to permit it to pass without this formality. See pp. 664 and 665, Senate Journal.

In the afternoon session of the same day (9th of April 1869) the Journal shows that the President pro tem. signed "An act to amend an act to incorporate the Western North Carolina Railroad Company, ratified 15th February, 1855 and of all other acts amendatory thereof." See Senate Journal pp. 675 and 676.

Mr. Gatlin testifies that the original bill is in his handwriting. Did not prepare the bill, and does not know who did. Is not certain, but thinks Col. Tate brought the bill to his attention. Introduced it as a party measure to defeat the efforts of Gov. Caldwell to get an office on the road. It was